

# THE NEW HAVEN PROBE

## Attorney General Hurries to New York to See Wise.

### Taft Approves His Action

#### President Anxious That Attempt to Monopolize New England's Traffic Be Frustrated.

(From The Tribune Bureau.)  
Washington, Dec. 13.—With the Attorney General leaving to-night for New York for a conference with Henry A. Wise, United States Attorney General, and Jesse C. Adkins, Assistant Attorney General, with the Congressional investigation held in abeyance and the Interstate Commerce Commission's agents now working in New England, the government's activities in the case against the New York, New Haven & Hartford Railroad Company are practically concentrated in New York City.

Attorney General Wickham will confer with the government prosecutors to-morrow and perhaps outline a course for the investigation to take. He declined to discuss the case before his departure for New York.

Mr. Adkins expected to come to Washington to-night and go over the week's developments of the investigation with Mr. Wickham to-morrow forenoon, but a telegram was sent to him to-day directing that he remain in New York City in order that he might make a report to the Attorney General. It is thought that the conference between Mr. Wickham and the two prosecutors will be an important one because of the new turns the inquiry has taken in the last few days.

Mr. Wickham went to New York to-night for the express purpose of conferring with Messrs. Wise and Adkins, although he will speak at the annual dinner of the Pennsylvania Society to-morrow night. He had planned to leave for New York early this afternoon, but was delayed by an important conference with the President.

President Taft and Mr. Wickham were together a long time this evening, and they discussed the New Haven road investigation to some extent. President Taft is in full sympathy with the energetic campaign being waged by the Department of Justice and is anxious that the New Haven's attempted monopoly in the New England States be destroyed.

## LEAVES PERE MARQUETTE

### President Cotter Resigns on Account of Wife's Illness.

William Cotter, president of the Pere Marquette Railroad Company and general manager under the receivership, has tendered his resignation. This decision, according to a Detroit dispatch, was brought about by his wife's serious illness. "I am leaving the service of the company," Mr. Cotter said, "under the most friendly relations with the receivers, who urged me to accept a leave of absence. The property is in splendid condition, and there is no contention on the entire system."

## ROUTLAND MINORITY LOSES

### Unjuncton Restraining Sale of Road Is Upset.

The decision of Justice Gerard granting to the minority stockholders of the Rutland Railroad an injunction restraining the sale of the road by the New York Central & Hudson River Railroad Company, which was reversed yesterday by the appellate division. However, it was not by a unanimous opinion of the higher court.

The action was brought by Tompkins C. Delevan and several others of the minority stockholders, representing a stock holding of 1,840 shares in the railroad. The plaintiffs contended that the contemplated transfer of the property was in violation of the Sherman anti-trust law and also was against the interests of the railroad. Presiding Justice Ingraham, Justice Dowling and Justice Scott decided against the injunction and Justice Laughlin and Justice Miller decided in favor of the restraining order. There were some points in the case of the Rutland Railroad that resembled the circumstances of the merger of the Union Pacific and the Southern Pacific, and the decision of last week by the United States Supreme Court, which was contrary to law gave the stockholders in the Rutland action hope that their complaint also would be upheld. Justice Ingraham said in his opinion:

"Accepting the allegations of the complaint that the New York Central by controlling the Rutland Railroad has been violating the federal law for years and is alleged to be doing so, the plaintiffs by that act, it now seeks to relieve itself of its stock to the detriment of the stockholders of the Rutland Railroad below is to restrain the New York Central from ceasing to violate the federal law and to allow the other corporation to violate the law if it acquires the stock. Just how this could affect the rights of the stockholders is not a result to understand."

Justice Miller expressed the opinion that the plaintiffs had made out a cause of action, and Justice Laughlin said that it was doubtful if the New Haven road would pay nearly three times the value of the stock of the Rutland unless it intended to obtain some advantage thereby at the expense of the Rutland.

## MELLEN OFFERS REWARD

### Says Automatic Device to Stop Engines Is Worth \$10,000.

Charles S. Mellen, president of the New York, New Haven & Hartford Railroad, announces that the company will pay a reward of \$10,000 to the person who shall first invent an automatic device that will safely arrest an express steam locomotive that has passed danger signals. The test of the efficiency of such a device shall be its adoption within the next three years by the New Haven, the New York Central or the Pennsylvania and the Interstate Commerce Commission.

Mr. Mellen says the accidents at Bridgeport in 1911 and at Westport this year were exact duplicates, the engineers of both trains having disregarded all signals. In a letter to the public published this morning he quotes the recommendation made by the Interstate Commerce Commission, which is that all railroads should experiment jointly with an automatic-train stop until a device of practicability for general use shall be available.

## FOREIGN CONCERNS PAY WEEKLY

Albany, Dec. 13.—Attorney General Carmody to-day advised John Williams, State Commissioner of Labor, that a foreign corporation doing business in this state is required to make weekly payment of wages to its employees, and that salesmen and stenographers and draftsmen come within this provision of the law.

## Business Good, Says President Elliott of Northern Pacific.

Howard Elliott, president of the Northern Pacific Railway, who is in New York on a business trip in connection with railroad interests, when seen by a Tribune reporter yesterday, said that conditions in the Northwest are excellent and that the farmers and merchants are well satisfied with the volume of business transacted this far this year. He did not predict any boom period, but was confident that in all essentials the various departments of commerce and trade would continue to move along on a safe and sane basis. When asked how the farmers and merchants in his section of the country viewed possible tariff changes, Mr. Elliott said:

"If this subject is giving much worry, at least little is being said along these lines." He continued.

Naturally, the Northern Pacific is deeply interested in the commerce of the Northwest, which is derived from the road's revenues. At a recent land show in Minneapolis the agricultural district of the blue ribbon of the Northwest, grain, apples and other commodities, of course, you have all heard of. As a result of the Northern Pacific has handled this fall the greatest volume of business in its history, without any serious consequences. It is a fact that the serious consequences of a serious shortage of cars, this has been due to the foresight of the company in preparing for such contingencies. It has been true of the other roads operating in the Northwest, and in fact of the reasons for the decrease in car of the American Railway Association.

Regarding possible traffic alliances for Panama Canal business, Mr. Elliott said that the Northern Pacific would not compete for this trade, as its lines, running for the most part east and west, were content to use every effort to increase the service in their present territory.

Mr. Elliott said his company was well prepared to cope with severe winter weather.

The contract for double-tracking the Northern Pacific line over the Cascade Mountains has just been let. This work will be completed before the opening of the Panama Exposition in 1915.

Mr. Elliott said that final details for the construction of the new union passenger station at St. Paul had not been settled. Another conference of the roads interested in the project will be held in St. Paul to-day.

## BUYS BROOKLYN APARTMENT

### New Owner Also Purchases Tract at Oyster Bay.

Commodore J. Stuart Blackton yesterday became the owner of one of the finest apartment houses in the Flatbush section, as well as of the 20-acre tract adjoining the estates of Colonel Theodore Roosevelt and W. E. Milner Roosevelt, known as the Swan property, Cove Neck, Long Island, and between Cold Spring Harbor and Oyster Bay Harbor. The apartment is the Buckingham Court, an elevator structure, at the southwest corner of Beverley Road, covering a plot 100x300 feet. The building was purchased by Mr. Blackton from the builders, the Kraslow Construction Company, which took in part payment unimproved land in the residential section of Flatbush, which the builders will improve shortly. The transaction involved about \$200,000 and was transacted by Lewis Smith as broker.

The Swan property transaction, also negotiated by Mr. Smith as broker, aggregates, it is said, \$500,000. Mr. Blackton is reported, will soon erect a handsome home, garage, boat house and dock on the property, which will involve an expenditure of about \$125,000. Mr. Blackton also purchased the plot at the rear of the Buckingham Court, 300x100 feet, which he says he will convert into a garden for use of the tenants.

E. A. Kontor sold for Andrew Weber the two-family house, No. 664 Park avenue, also for Victor Paquet the apartment house, No. 19 Emma street, and the one-family dwelling house, No. 54 Lexington avenue.

John H. Gerhardt, Jr., sold for Edward F. Bellows the four story apartment house at No. 25 Halsey street.

## LOANS ON PROPERTY.

The Graphic Arts Realty Company has secured from the Bank for Savings a mortgage loan of \$200,000 on its newly completed structure, at No. 207 to 217 West 43rd street. The loan is for a term of five years, at 4 1/2 per cent a year. Last month the Graphic company purchased the two adjoining houses, Nos. 208 and 209, to protect the light of the taller structure.

## COMMERCIAL LEASES.

L. Tanenbaum, Strauss & Co. have leased for a long term of years to Edward L. Mayer, Inc., 25,000 square feet in the building now in the course of construction at No. 1 to 15 East 34th street for the Fifth Avenue and Thirty-third Street Company, Inc.

The Century Iron Works, located for many years on West 140th street, have leased for a term of years from F. M. Schluswager and Fies, Doerr & Carroll House Company the property Nos. 625 and 631 Concord avenue, located near 123d street. H. B. Sumner was the broker in the transaction.

The Cross & Brown Co. leased to Hansen, Shackleton & Ward, tailors, the third floor in the Dempsey & Carroll building at No. 431 Fifth avenue, for Pease & Elliman, as agents.

William L. Rosenfeld has leased lofts in Nos. 136 and 137 West 17th street to Webster and the Insule Company for a term of years.

The Napoleon Construction Company leased space in their new building No. 25 to 29 West 31st street to the Edward Kolbert Company, Kaufman Costume Company, Myer S. Perelman, Jacob Hertz Company, Raymond Rosenblatt & Baker, Pease & Elliman have leased the building, No. 50 East 65th street to F. de W. Wissman.

## NEW YORK CITY BONDS.

(Published by W. N. Coler & Co., No. 43 Cedar street.)  
(Accrued interest to be added.)  
Dec. 13, 1912. Bid. Ask.  
4 1/2% March, 1913..... 99 1/4 99 3/4  
4 1/2% March, 1914..... 99 1/4 99 3/4  
4 1/2% March, 1915..... 99 1/4 99 3/4  
4 1/2% March, 1916..... 99 1/4 99 3/4  
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4 1/2% March, 1932..... 99 1/4 99 3/4  
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